

**STATEMENT OF**  
**THE HONORABLE JERRY MCNERNEY**  
**HEARING ON TRANSPORTATION PLANNING**  
**COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE**  
**SUBCOMMITTEE ON HIGHWAYS AND TRANSIT**  
*SEPTEMBER 18, 2008*

- I want to thank Chairman DeFazio and Ranking Member Duncan for holding this hearing on transportation planning, and for asking me to Chair today's hearing on behalf of Chairman DeFazio.
- Transportation planning has a profound effect not only on our infrastructure, but also on our travel behaviors, the economic development of our communities, and our quality of life. It is an issue that this Committee will be closely examining during the authorization of the next surface transportation bill.
- Congress first created the metropolitan transportation planning process 46 years ago, and much has change in our metro areas since then.
- In 1991, Congress created the statewide transportation planning process and the Federal funding mechanisms that are still used today.

- State Departments of Transportation (“State DOTs”) and Metropolitan Planning Organizations (“MPOs”) are the two entities required by law to conduct transportation planning.
- These important planning procedures provide the contexts for reconciling State and regional transportation needs and Federal transportation goals with proposed transportation projects and activities.
- That’s why I’m particularly pleased that Andy Chesley from the San Joaquin Council of Governments is testifying before the subcommittee today.
- Since I came to Congress, Andy and I have worked together on a number of important transportation projects in, and around, California’s Central Valley, and I know firsthand that he is a strong advocate for our region, but he also knows we need to think and plan on the large scale, with input from everyone.
- My district, which includes part of the San Francisco Bay area and a significant portion of California’s Central Valley, is a microcosm of the national transportation system. And we face the same challenges.

- We have cities, growing suburbs, small towns, and rural communities, which are supported by a deepwater port, an aging highway system, and a freight rail network that needs upgrading.
- The challenges we face regionally are the challenges we face nationally, but I'm confident that we'll find solutions.
- Today's hearing will focus on four key challenges to current transportation planning requirements:
  - How to better plan for the movement of freight;
  - How to enable States and MPOs to incorporate regional and national priorities into their plans;
  - How to better integrate land use decisions with transportation investments; and
  - How to establish performance measures for transportation planning processes.
- In order to examine these issues in greater detail, today's hearing will be conducted using a modified format. Witnesses will not be asked to deliver five minutes of opening testimony. Rather, after opening remarks from the Chair and the Ranking

Member, witnesses will be asked to make short introductions then we will immediately proceed to questions from the Chair, the Ranking Member and Members of the Subcommittee. It is our hope that this new format will allow Members and witnesses to delve into the issues and will encourage a full discussion and dialogue.

Thank you, and I now turn to Ranking Member Duncan for his opening remarks.